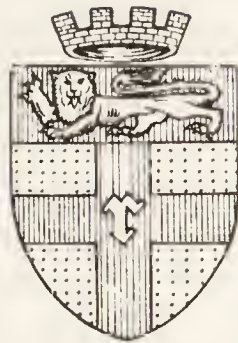


CITY OF ROCHESTER



ANNUAL REPORT

of the

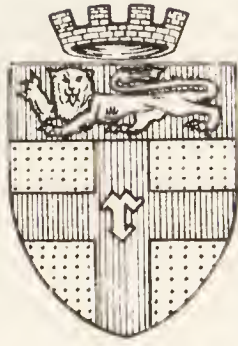
MEDICAL OFFICER OF HEALTH

of the

PORT OF ROCHESTER

1967

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PORT OF ROCHESTER

ANNUAL REPORT OF THE PORT MEDICAL OFFICER FOR 1967

Members of the Port Health Committee 1967/68

Chairman - Councillor J.H.L. Morgan

Vice Chairman - Councillor K.C. Pilcher

The Mayor, Alderman F. Corry, J.P.

The Deputy Mayor, Councillor C.W. Frid, C.C.

Alderman J.D. May, J.P.

Alderman H. Wilson, J.P.

Councillor E.M. Griffin

Councillor N.A. Corry

Councillor E.W. Baker

Councillor Mrs. M.A. Ashurst

Councillor J.L. Brewster

Councillor Mrs. S. Lilley

Councillor G.T. Brown

Councillor J.C. Harding

AREA OF JURISDICTION

From Hawkwood (between Snodland and Aylesford) to Colemouth Creek, including all creeks, civilian docks and land up to the high water mark in the area between these two points - a distance of some 18 miles.

RIPARIAN AUTHORITIES WITHIN THE PORT OF ROCHESTER

Rochester Municipal Borough
Chatham Municipal Borough
Gillingham Municipal Borough
Malling Rural District
Strood Rural District
Swale Rural District

PORT HEALTH DEPARTMENT,
DENMARK HOUSE;
70, MAIDSTONE ROAD,
ROCHESTER.

Telephone: MEDWAY 46121

TO THE MAYOR, ALDERMEN AND COUNCILLORS OF THE ROCHESTER PORT HEALTH AUTHORITY

Your Worship, Ladies and Gentlemen,

I have the honour to submit my Port Annual Report for 1967.

By reason of the fact that the Port of London have administrative control of the exit of the Medway estuary and for some two miles up river all shipping entering the Port of Rochester passes through the health controls exercised by the major Port.

The work of the Port Health Department is mainly undertaken by the sole Port Health Inspector and is for the most part routine in nature as there is no movement of passengers through the Port. It was therefore inevitable that the resignation of the sole Inspector in August and the failure to replace him till the end of the year, in spite of repeated advertisement, caused serious dislocation of the supervisory duties undertaken by the Port Health Department. However, duties of an urgent nature were carried out by the part-time Deputy Port Health Inspector although in the absence of a telephone to his home, at times, communication presented difficulties as shipping movement in the river is governed by tide.

Perusal of the statistics will show that the trend of recent years in shipping entering the estuary to be predominantly from foreign ports continued, while the numbers of coastwise vessels diminished. The import of food products came under detailed scrutiny by the Port Health Inspector and samples were submitted to both the Public Analyst and the Public Health Laboratory.

It is pleasing to record that the general standard of hygiene and adequacy of crews' accommodation on ships using the Port continued to be satisfactory. On occasions the water supply used for human consumption on board showed evidence of contamination and appropriate action was carried out under supervision and supply retested.

On one occasion during the year export of arsenical waste from a small dock at the eastern periphery of the Port Health Area occasioned a little disquiet owing to leakage from the sealed metal drums. A sample of the dockside fluid was submitted to the Public Analyst who confirmed the presence of Arsenic. The Agents were informed as was also the Master of the ship since it was considered essential to thoroughly wash down the hold of the ship after the waste had been dumped at sea.

It is normal practice for the Port Health Inspector to aid in river water sampling for the Kent River Authority and in addition this year we were pleased to co-operate with the Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory at Burnham-on-Crouch in collecting samples of river water for bacteriological count at monthly intervals. The results were in keeping with a similar survey some years ago which showed a high B. Coli count in the upper reaches of the river and a lowering of the count as one sampled towards the mouth of the estuary.

In conclusion I record my thanks to those who have aided in the compilation of the report and the Chairman and Committee for their continued interest and support in the work of the Port Health Department.

I have the honour to be,

Your obedient servant,

L. F. MCWILLIAMS,

Port Medical Officer.

I. STAFF.

TABLE A

Name of Officer	Nature of Appointment	Appointment	Qualifications	Any Other Appointments Held
L. F. McWilliams, M.C.	Port Medical Officer.	17.4.1959	M.B., B.Ch., D.P.H.	Medical Officer of Health - City of Rochester; Borough of Chatham; Strood R.D.; Medical Referee, Medway Crematorium.
R. G. Brennen	Deputy Port Medical Officer	17.3.1952	M.B., B.Ch., D.P.H.	Deputy Medical Officer of Health - City of Rochester; Borough of Chatham; Strood R.D.; Assistant County Medical Officer; Deputy Medical Referee, Medway Crematorium.
Lt. Cmdr. W. Jones, M.B.E., R.N.	Port Health Inspector	1.1.1963	C.S.I.E.J.B., C.M.I.	Resigned 1.8.1967 vacancy unfilled at 31.12.1967.
R.S. Lane	Part Time Deputy Port Health Inspector.	1.1.1961	C.S.I.E.J.B., C.M.I.	Senior Public Health Inspector, City of Rochester.

Medical Officer of Health, 70, Maidstone Road, Rochester. Tel: Medway 46121.

II. AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR:

TABLE B

Ships from	Number	Tonnage	Number Boarded		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By the Port Medical Officer	By the Port Health Inspector	
Foreign Ports	1,265	547,338	1	403	NIL.
Coastwise	360	173,796	-	96	NIL.
Total	1,625	721,134	1	499	NIL.

Since 1961 there has been an increase of 45.7% in the number of foreign vessels using the Port, and a steady decline (21.5%) in the number of coastwise vessels but the total tonnage coming into the Port has continued to increase and at the end of 1967 was up by 8.3%.

YEAR	SHIPS FROM		TOTAL TONNAGE
	FOREIGN PORTS	COASTWISE	
1961	868	459	665,810
1962	882	430	624,205
1963	937	405	667,840
1964	1,021	352	647,903
1965	1,099	350	681,960
1966	1,075	395	749,632
1967	1,265	360	721,134

III. CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C

(a) PASSENGER TRAFFIC.

Number of Passengers INWARDS) Only passenger traffic in Port is day trips during
 Number of Passengers OUTWARDS) Summer to adjacent seaside resorts.

(b) CARGO TRAFFIC.

Principal IMPORTS - Agricultural and Horticultural Produce, various tinned foods, beers, wines, spirits, machinery, fertilizers, china clay, wood pulp, timber, oil, coal and maize starch, ballast, paper and plastic.

Principal EXPORTS - Cement, bitumen, diesel and gas oils, scrap iron, scrap paper, machinery and general cargoes.

(c) PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.

Foreign - Antwerp, Archangel, Boulogne, Bremen, Clarke City, Dieppe, Dordrecht, Dunkirk, Frankfurt, Gdansk, Groningen, Hango, Hamburg, Hammina, Helsinki, Kalinnagrad, Kemi, Kooga Zaan, Kos, Kotka, Kragero, Las Palmas, Leixoes, Maasluis, Mannheim, Miranda, Mansteras, Oulu, Ostend, Puerto, Rhine Ports, Rotterdam, Sandarne, Sande, Sandviken, Stettin, Sumdsvald, Tenerife, Yacobstad, Zaandam.

Coast - Arbroath, Belfast, Blyth, Charleston, Goole, Hartlepool, Montrose, Newburgh, Newlyn, Par, Plymouth, St. Valery.

IV. INLAND BARGE TRAFFIC.

Not applicable to this Port.

V. WATER SUPPLY.

1. (a) FOR THE PORT. No change.

(b) FOR SHIPPING. Additional filling hydrants have been fitted on the terminal oil jetty at Oakham Ness and also on the coaling jetty at the new Power Station, Kingsnorth.

2. REPORT OF TESTS FOR CONTAMINATION.

16 samples of the Chatham and District water supply and 16 samples of the Strood water supply were taken for bacteriological examination.

All samples showed satisfactory results.

In addition 10 samples of drinking water were taken from ships' tanks, 6 samples from filling points and 23 samples from the water boats.

Classification of results.

Water boats	22 samples Class 1
	1 sample Class 2
Filling points	5 samples Class 1
	1 sample Class 2
Ships tanks	7 samples Class 1
Ships	1 sample Class 2
Ships	1 sample Class 3
Ships	1 sample Class 4

In all cases of Class 3 and 4, the ship's Master was informed of the contamination and arrangements made for fresh water tanks to be cleansed and super-chlorinated. Repeat samples were taken whenever possible.

The following classification is used:-

		COLIFORM COUNT PER 100 ml.	BAC. COLI. COUNT PER 100 ml.
Class 1	Excellent	0	0
Class 2	Satisfactory	1-3	0
Class 3	Suspicious	4-10	0
Class 4	Unsatisfactory	Greater than 10	0 or more

3. PRECAUTIONS AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES.

No change.

4. NUMBER AND SANITARY CONDITION OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

There are two Water boats - Robin III and IV and the powers of control by the Authority have not changed.

THE NEW WATER BOAT.

Robin IV is a converted barge. The water is carried in two 50 ton tanks fitted in the barge. The internal surfaces of the tanks are coated with Wailes Dove Bituorux Compound and it is hoped that this compound will prove more satisfactory than cement washing.

VI. PUBLIC HEALTH (SHIPS) REGULATIONS, 1966.

1. LIST OF INFECTED AREAS.

No change.

2. RADIO MESSAGES.

No change.

3. NOTIFICATIONS OTHERWISE THAN BY RADIO.

No change.

4. MOORING STATIONS.

No change.

5. ARRANGEMENTS FOR:-

(a) Hospital accommodation for infectious diseases (other than smallpox).

No change.

(b) Surveillance and follow up of contacts.

No change.

(c) Cleansing and disinfection.

No change.

VII. SMALLPOX.

1. Hospital to which smallpox cases are sent:-

Long Reach Hospital, Dartford. Tel: Dartford 23231.

2. Transport of smallpox cases to hospital.

This is provided by the Greater London Council Ambulance Service.

Tel: Waterloo 3311.

Application is made by telephone and written confirmation sent to the County Medical Officer, County Hall, London.

3. Consultants Available.

Dr. E. O'Sullivan, Joyce Green, Dartford. Tel: Dartford 23231.

Dr. E.H. Brown, Hither Green Hospital, Hither Green Lane, S.E. 13.

Tel: Hither Green 3481.

4. Laboratory Diagnosis Facilities.

Specimens for laboratory diagnosis would be sent to the Virus Reference Laboratory, Colindale Avenue, Colindale, London N.W. 9. Tel: Colindale 7041.

VIII. VENEREAL DISEASE.

No change.

IX. CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D

Category	Disease	Number of cases during the year		Number of Ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports ...	NIL	NIL	NIL	NIL
Cases which have occurred on ships from foreign ports but have been disposed of before arrival ...	NIL	NIL	NIL	NIL
Cases landed from other ships ...	NIL	NIL	NIL	NIL

X. OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

The bulk of the shipping is from Scandinavian, Netherlands and French Ports and to a lesser extent from North American Ports. Tankers from Venezuela are loaded there at jetties extending well out into the sea, thus malarial carrying mosquitoes constitute little hazard to the crews, and there have been no cases aboard ships entering the Port of Rochester during the year.

XI. MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

No infected or suspected vessels have arrived during the year.

XII. MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

(1) PROCEDURE FOR INSPECTION OF SHIPS FOR RATS.

Deratting or Deratting Exemption Certificates are examined as a routine and further course of action is determined as a result of such inspection. When inspecting crew's quarters, etc., a general inquiry is usually enough to discover the presence of rats on board, some seamen complain very readily if they know of rats on board the ship.

Cargo workers are a good source of information. The trade on which the vessel has been engaged since her last Deratting, or Deratting Exemption Certificate, was issued is an important factor in determining what further inspection should be carried out. Cargoes of wood pulp have little attraction for rats and vessels engaged constantly in this trade are not often infested; if rats are found they are generally confined to a peak or store room and are not distributed throughout the ship.

On the other hand a ship that has been employed for some time in carrying grain, or has carried out a long trip with such a cargo, merits further investigation, particularly if her Deratting Certificate is nearing its expiratory date.

(2) BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RODENTS.

There is no rodent operator permanently on Port work but, in cases when it is deemed necessary, the shore rodent operator is employed in order to obtain specimens of rats for bacteriological examination.

(3) DERATTING OF SHIPS.

For the issue of International Deratting Certificates an arrangement exists under Article 4 of the Port Health Regulations, 1933, whereby the local Port Health Inspector carries out the inspection and forwards the report to the London Port Health Authority for issue of the certificate. If it should be necessary to derat a ship by fumigation, the firm employed would be that approved by the London Authority. In other cases of deratting, poisons, traps and sulphur are the methods in use.

Deratting Exemption Certificates are issued by the Port of Rochester. When inspecting a vessel for the issue of a certificate in accordance with Article 52 of the International Sanitary Regulations the inspection is carried out as required by the regulations governing the issue of such a certificate. The whole vessel from peaks, hold and engine room to chart and wireless rooms is inspected and report is made on harbourage, specifying the particular harbourage found in each compartment.

(4) RAT-PROOFING OF SHIPS.

There are no vessels, other than naval vessels and motor barges, built in the Port and measures are confined to dealing with existing rat-proofing which has suffered damage in service.

Inspection continues to show that effective rat-proofing of new construction is of major importance and harbourages are now practically eliminated. With the very high standard of hygiene on board ships, absence of food scraps and waste water, it is increasingly difficult for any rat population to survive.

TABLE E

RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS.

Category	Number
Black rats	Nil
Brown rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

TABLE F

DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS.

No. of Deratting Certificates issued					No. of Deratting Exemption Certificates Issued	Total Certificates Issued
After Fumigation with		After Trapping	After Poisoning	Total		
HCN	Other fumigant (state method)					
1	2	3	4	5	6	7
Nil	Nil	Nil	Nil	Nil	37	37

19 Deratting Exemption Certificates were also issued to British Coastwise vessels making occasional trips to Continental Ports.

XIII. INSPECTION OF SHIPS FOR NUISANCES.

With the exception of a few older ships, the general standard of hygiene and accommodation on board vessels using the port is of a very high order. Even some of the older ships which have been trading in the Port for many years are well maintained. It has become the exception rather than the rule to find any hygiene or accommodation problems. Quite a large number of ships now using the port are of recent construction and are very well constructed with dust and vermin proof formica linings, single accommodation for crew members and well fitted, hygienic galleys and storerooms. There are also a number of new motor barges on which the crew accommodation is very good. A far cry from the old converted sailing barges which are gradually being replaced by new constructions.

TABLE G

INSPECTIONS AND NOTICES

Nature and number of Inspections	Notices served		Results of Notices
	Statutory Notices	Other Notices	
British Vessels 55	Nil	28	24 complied
Foreign Vessels 307	1	10	9 complied
River Craft 25	Nil	8	8 complied

Defects and nuisances found on vessels:-

		FOUND	REMEDIED
Accommodation	Heating inadequate	1	1
	Defective oil heater	1	1
	Defective port light	2	2
	Leaking port scuttle	1	1
	Choked scuppers	2	-
W.C 's.	Defective ventilation	1	1
	Defective flushing	2	1
Washrooms	Absence of rose head to shower	2	-
	Defective flooring	1	1
	Defective and cracked wash-hand basin	2	-
	Absence of cold water tap	1	-
Galleys	Absence of running hot water	1	1
	Salt water tap over sink	1	1
	Defective galley funnel	2	2
	Defective galley stove	1	1
	Choked scupper	1	-
Provision Storerooms	Dirty condition	1	1
	Lack of ventilation	1	-
Misuse of Hospital accommodation		2	2
Collection of refuse on deck		1	1
Fresh water tanks contaminated		4	4
Excessive emission of smoke		8	8
Leaking deck head in crew accommodation		2	-
Cockroach infestation		1	-
Absence of hot running water to sink (crew's pantry)		1	-
Sink basin choked (crew's quarters)		1	-

CLEAN AIR ACT, 1956.

The s.s. "Ramso" contravened Section 1 of the Clean Air Act, 1956 on the 6th November, 1967. Information was laid against the Master and the case is pending.

XIV. PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

No change.

XV. MEDICAL INSPECTION OF ALIENS.

Rochester is not an approved Port for the landing of aliens.

XVI. MISCELLANEOUS.

ARRANGEMENTS FOR THE BURIAL ON SHORE OF PERSONS WHO HAVE DIED ON BOARD SHIP FROM AN INFECTIOUS DISEASE.

No change.

RIVER POLLUTION SURVEY.

A bacteriological survey of river water was completed in June, 1967 on behalf of the Ministry of Agriculture, Fisheries & Food. The survey consisted of a series of 12 samples per month taken for 12 months so as to include variations due to temperature, rainfall and other seasonal conditions. Samples were collected at low water at selected points between Rochester Bridge and Kingsnorth in the lower reaches.

Examination consisted of a Coliform count per 100 ml. and samples showed an average count of 16,515 at the Rochester Bridge sampling point, reducing to 747 per 100 ml. in the lower reaches. There was a marked improvement of water quality from Rochester Bridge to the lower reaches which is consistent with dilution and self purification of polluted water flowing downstream.

Further analysis of readings together with temperature, rainfall and seasonal changes are being studied to ascertain, if possible, the main cause of variation in the counts.

CASES OF SICKNESS ON BOARD VESSELS ARRIVING IN THE PORT.

Oil Dermatitis	1	Dental Abscess	1
Anxiety State	1	Gonorrhoea	2
Otitis Media	1	Soft Sore	7
Scabies	1	Fractured Ribs	1

FOOD INSPECTION.

Public Health (Imported Food) Regulations, 1937-48.

Of the 1,625 cargoes entering the Port 259 were entirely of foodstuffs viz:-

Fresh Vegetables	17	Potatoes	34	Rice	3
Maise Starch	89	Glucose	19	Wines	56
Tomatoes	18	Onions	4	Oranges	1
Flour	9	Tomato Puree	4	Carrots	1
Barley	1	Milk Tinned	3		

In addition there were 108 General/Food cargoes containing various quantities of the following:-

Chicken	)	Eggs	Preserves
Fruit	)	Dehydrated Vegetables	Wines
Luncheon Meat	)	Fresh Vegetables	Confectionery
Ham	) Tinned.	Quick Frozen Vegetables	Tomato Puree
Milk	)	Cheese	Pork Loins
Tongue	)	Fruit	Pork Shoulders
Beer	)	Honey	Tinned Duck
Kidneys	)	Jam	Frozen Prawns
Butter	)	Pickled Gherkins	Champagne
			Chocolate

FRUIT AND VEGETABLE IMPORTS

SEASON 1966 - 1967

Country	Tonnage	Onions (Bags)	Boxes of			Egg Plants	Red Peppers	Carrots (Bags)
			Tomatoes	Cucumber	Potatoes			
Canaries	19,919.16	-	1,626,019	18,539	293,884	483	152	-
Majorca	886.20	-	-	-	35,585	-	-	-
Holland	1,467.10	-	-	-	29,609	-	-	-
Greece	2,829.19	-	-	-	105,781	-	-	-
Cyprus	1,604.10	-	-	-	38,830	-	-	51,180
Poland	800.00	31,979	-	-	-	-	-	-
Totals:	27,505.75	31,979	1,626,019	18,539	503,689	483	152	51,180

Food condemned and destroyed totalling 140 Tons 17 Cwts. 1 qr. 1 lb.

TONS	CWT.	QRS.	LBS.	
19	18	0	26	Carrots
95	10	0	0	Potatoes
16	15	0	0	Onions
	3	3	2	Frozen Beans
	1	0	8	Apple Pulp
	1	2	4	Beetroot
	2	2	0	Butter
	2	1	0	Apricot Pulp
	6	0	22	Chocolate Mix
	1	1	0	Tinned Milk
	2	0	8	Tomato Puree
1	15	1	22	Preserves Various
	1	1	17	Preserved Meats
		3	26	Quick Frozen Vegetables
	3	0	0	Packed Apple
1	2	2	10	Frozen Blackberries
	1	2	0	Meat Extract
			7½	Lard
			6	Kidneys
	1	2	0	Kibbled Onions
		6	18	Cheeses
1	17	3	24	Gherkins
2	2	6	8	Tinned Fruit Various
	2	0	0	Citric Acid
54 Cartons				Chocolate Liqueurs
9 Barrels				Apricot Pulp

A large percentage of the foodstuff condemned is the result of examination of old stock which has been lying in the warehouses for long and undetermined periods. Prior to the delivery of old consignments the parcel is examined and made full and sound.

Consignments of preserves, etc. which are packed in glass jars are particularly vulnerable to damage when stored in warehouses over long periods. Much damage is also caused when foodstuff bottled in preservatives becomes broken and the resultant fluid, which is acid, attacks the tin container top which becomes rusty and frequently develops pin holes.

SAMPLING OF FOOD CARGOES: (1) Chemical Analysis

Increasing attention has been given to sampling a wide range of imported foods, the majority of the samples being submitted to the Public Analyst for chemical examination and pesticide residue levels and the following proved to be genuine, free from metallic and arsenical contaminants.

	NO. OF SAMPLES		NO. OF SAMPLES
Tomato Paste	1	Canned Apples	1
Dutch Butter Oil	1	New Potatoes	1
Braised Pork Kidney	1	Gooseberries in Syrup	1
Cucumber	1	Chocolate Crumb	1
Egg Plants	1	Dutch Maid Butter	1
Potatoes	1	Molly Evaporated Milk	1
Tomatoes	2	Ye Olde Oak Pork Luncheon Meat	1
Strawberry Jam	2	Sour Mixed Vegetable Salad	1
Pickled Baby Beets	1	Spaghetti Sauce with Meat	1

Ravioli in Tomato Sauce	1	Spaghetti Sauce with Mushrooms	1
Shredded Marrow in Cream	1	Vero Bolognese	1
Canned Fish Soup	1	Frankfurters	1
Canned Sliced Beef	1	Salmon Roe	1
Fresh Carrots	1	Champagne	1
Blackberry Jam	3	Advocat	1
Gooseberry Jam	1	Lard	2
Potatoes, Greek	1	Tinned Potatoes	1
Evaporated Milk	1	Curried Chicken	1
Tinned Strawberries	1	Chocolates	5
Zakuska (Veg. appetiser)	1	Grape Juice	2
Tunny Fish	1	Pork Luncheon Meat	1
Beer	1	Cherry Brandy	1
Brandy	1	Tinned Snails	1
Desiccated Coconut	1	Corned Beef	1
Tea	3	Prepared Mustard	1
Tinned Spinach	1	Stuffed Cabbage	1
Tinned Meat	1	Pork Cutlets	1
Coffee	1	Goulash	1
Fresh Oranges	1	Chocolates Assorted	1

UNSATISFACTORY SAMPLES.

Table Vinegar.

The Public Analyst reported that the sample of table vinegar was incorrectly labelled and furthermore the label did not contain an accurate list of ingredients, thus this commodity when exposed for sale, in this country, would be the subject of adverse criticism. Detailed information was sent to the Medical Officer of Health of the District in which the consignment was held.

Chocolate Liqueurs.

A parcel of chocolate liqueurs and chocolate doubleteens was found to be labelled "unfit for human consumption". On further investigation it was ascertained that the chocolates were for display purposes only, were not detrimental to health and according to the manufacturers standard were too old for sale to the public.

In view of the label "unfit for human consumption" and a later statement that the chocolates were "not detrimental to health", the parcel was detained and samples submitted to the Public Analyst.

The Analyst reported that the chocolate liqueurs were satisfactory but the chocolate doubleteens consisted of chocolate discs stuck together with a latex substance and the tops varnished; the presence of this adhesive and varnish made them unsuitable for human consumption. The box of chocolate liqueurs was marked with a label stating that it was a "dummy" but the chocolate doubleteens were not so labelled. The parcel was released after a written guarantee was received from the Exporters that the chocolates were 'for display purposes only'.

Grapillon Pure Grape Juice.

The Public Analyst reported that this sample contained a trace of sulphite preservative and could not, therefore, be described as 'pure'. There was no added colour.

A letter was sent to the Importers stating that the product should not be described as 'pure' as it contained preservative.

An assurance was received from the Importers stating that the word 'pure' would be deleted in future consignments.

(2) Bacteriological Examination.

Samples of Braised Chopped Kidneys were submitted for bacteriological examination and were satisfactory.

Arsenical Waste.

A consignment of arsenical waste in metal drums was received for shipment and disposal at sea. Whilst stacked on the wharf it was noted that the drums were leaking and the wharf area saturated. A sample of the liquid was taken and submitted for investigation to ascertain possible contamination with arsenic.

The agents who were informed of the leakage, stated that the possibility of contamination was very remote but they arranged to take a sample, also.

The Public Analyst reported that the liquid contained a considerable amount of arsenic in chemical combination. If there was a possibility of the liquid coming into contact with future consignments of food it should be regarded as a potential hazard.

The agents were informed of the result and confirmed this with the positive results of their own sample; they could not account for the contamination and stated that further experiments would be carried out in sealing the drums to prevent leakage.

The Master of the vessel was informed of the possible hazards of future food cargoes and was advised to thoroughly cleanse the hold on completion of the disposal of the waste. The dockside was hosed down and protective clothing issued to the men employed in handling the drums.

Mosquito Control.

The new anti-mosquito measures, started in the Spring of 1965, continue to give good results and areas in close proximity to habitation have been free from mosquito nuisances.

There are, however, still vast potential breeding areas on the inaccessible parts of the Marshes in the lower reaches of the estuary.

In October, 1966, as the result of a large oil spill in the river large areas of the inaccessible parts of the Marshes were covered with oil which resulted in direct toxic action on mosquito larvae. The accident has no doubt helped considerably in reducing large areas of breeding places which otherwise would not have been treated.

L. F. MCWILLIAMS,

Port Medical Officer.

